



National Transportation Safety Board Aviation Accident Final Report

Location:	DELAVAN, WI	Accident Number:	CHI84LA146
Date & Time:	04/01/1984, 1645 CST	Registration:	N7389V
Aircraft:	BELLANCA 17-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT WHEN HE WAS DESCENDING FROM 3500 FT MSL TO TRAFFIC PATTERN ALT (2000 FT MSL), HE SWITCHED THE FUEL SELECTOR FROM THE LEFT FUEL TANK TO THE RIGHT TANK. UPON ENTERING THE TRAFFIC PATTERN, HE MADE HIS PRELANDING CHECKS. WHEN HE ADVANCED THE MIXTURE, THE ENG QUIT. SUBSEQUENTLY, HE MADE A FORCED LANDING IN A MUDDY FIELD WHERE THE GEAR COLLAPSED. THE LEFT FUEL TANK WAS FOUND TO BE EMPTY, BUT THE RIGHT FUEL TANK HAD 12 GALS REMAINING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - SOFT
3. (F) TERRAIN CONDITION - WET

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/07/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 30 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N7389V
Model/Series:	17-30 17-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	30224
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/04/1984, Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1580 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-D
Registered Owner:	JOHN L. ATKINSON	Rated Power:	300 hp
Operator:	JOHN T. ATKINSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	BLOOMINGTON, IL (BMI)	Type of Flight Plan Filed:	None
Destination:	DELAVAN, WI (C59)	Type of Clearance:	None
Departure Time:	1545 CST	Type of Airspace:	Class G

Airport Information

Airport:	LAKE LAWN (C59)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PAMELA S KLECKNER	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).